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about 97 li away. When the water rises in the summer, the river is navigable by small crafts to Yen-men and Shin-yang-shao. The total cargo weight of a boat cannot exceed a few shih, and the boat has to be towed or lifted by boatmen wading through the sand and rocks. Although the distance is short, the voyage is very strenuous.

The 270 li of the Yu Chiang from Yüan-ling to Pao-ching is navigable by small craft, carrying cargo not over several shih in weight, and covering only about a dozen li per day. From Pao-ching the river empties into the Sung-t'ao Ho, and when the water rises in the summer, light boats can go as far as Hua-yüan and Mi-no at Yung-sui, and may even be able to reach the city of Sung-t'ao.

The boat used in the Miao area generally measures nine kung ch'ih in length, divided into seven holds, the middle hold being the widest, about one kung ch'ih in width (Illus. 18, 19). The oar, the paddle, the pole, the mast, and other attachments of the boat are not different from those seen elsewhere, except that at the bow there is a long paddle about six kung ch'ih long, which is used for coming down the sandbanks. Traveling upstream offers the greatest difficulty. Every time a sandbank is crossed, the boat has to be poled, lifted, towed, or pushed by several dozen men. Their chanting is as loud as the angry waves.

From the middle of the Ming period up to the beginning of the Ch'ing period, soldiers were sent into the Miao area. The most important duty of the military garrisons was to keep the communication lines open for troops and food supplies. So the construction of roads and bridges in the area appears monumental. There are four kinds of land routes: the main road connecting Yunnan with Kweichow is the official road; the roads connecting the various military posts are military roads; the roads traversed by the Chinese people are civilian roads; and the small winding paths leading to Miao settlements are Miao roads. Taking Feng-huang as the center, the official road leads